



SCITUATE HARBOR

Public Access Plan

Prepared for the Town of Scituate
Planning Office

University of Massachusetts Boston
Urban Harbors Institute

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I. Overview

The development of a harbor access plan is an opportunity to maximize the benefits of Scituate's abundant waterfront resources. The *Scituate Harbor Public Access Plan* presented herein includes strategies for improving pedestrian and bicycle access to the waterfront in the form of a physical plan accompanied by a narrative description. The Plan reviews existing conditions along the waterfront, including the amount of filled tidelands and status of Chapter 91 licensing and compliance, and offers a variety of physical changes and new activities in the form of *action items* to heighten the experience of Scituate Harbor for both residents and visitors.

The planning process was directed by a five-person committee with representation from various town offices, including the waterways commission, planning board, planning office, and beautification committee. A series of meetings and site visits were held over the course of four months. This *Harbor Public Access Plan* is a direct reflection of the vision of this working group. Planning also required research at the Town Archives and Historical Society, State Archives, State House Library, and Library of Congress.

It is important to note that this plan is, in effect, a collection of ideas for Scituate Harbor. Adopting this plan does not imply that all the changes proposed herein will take place. Many of the ideas proposed, in fact, require additional follow-up and economic feasibility studies that are beyond the scope of this project.

II. Planning Area

The Harbor Planning Area (Figure 1) encompasses the Scituate shoreline and adjacent landside areas, extending from the northernmost point of First Cliff around the perimeter of the Harbor to Cedar Point. The landside boundary is defined by the roadway closest to the waterfront, which for this planning area is represented by Edward Foster Road, Front Street, Jericho Road, and Lighthouse Road. For ease of illustration and discussion, the planning area is subdivided into 3 regions:

- *Region 1* extends from the Town Pier down to, and including, the Town's newly acquired conservation land;
- *Region 2* extends from the Conservation Land to First Cliff; and
- *Region 3* extends from the State Marina on Jericho Road to Cedar Point.

III. Historic Shoreline of Scituate Harbor – Chapter 91

Massachusetts' principal regulatory program in tidelands and other waterways is Massachusetts G.L. Chapter 91 (Public Waterways Act, 1866). Chapter 91 and the waterways regulations (310 CMR 9.00) are administered by the Division of Wetlands and Waterways of the Massachusetts Department of Environmental Protection.

Chapter 91 applies in tidelands, great ponds, and along certain rivers and streams. Tidelands refer to all land presently or formerly beneath the waters of the ocean, including lands that are always submerged as well as those in the intertidal area, i.e., below the mean high water mark. This area is governed by a concept in property law known as the public trust doctrine which establishes that all rights in tidelands and the water are held by the state “in trust” for the benefit of the public.

As clarified by the 1983 amendments to the waterways regulations, landward Chapter 91 jurisdiction extends to the historic high tide line. The historic high tide lines are the farthest landward tide lines which existed “prior to human alteration” by filling, dredging, impoundment or other means (310 CMR 9.02). Thus, Chapter 91 applies to filled as well as flowed tidelands, so that any filled areas, moving inland to the point of the historic high tide line, are subject to jurisdiction.

Chapter 91 authorization is generally required for any fill, structure, or use not previously authorized in tidelands, including any changes of use and structural alterations. Types of structures include: piers, wharves, floats, retaining walls, revetments, pilings, bridges, dams, and waterfront buildings (if located on filled lands or over the water).

For planning purposes, the location of the historic high tide line must be established through a review of maps that may reliably show the original natural shoreline. Previously issued Chapter 91 licenses are also a source of information on the historic high tide line for specific parcels. Ultimately, jurisdiction will be determined by DEP on a property-by-property basis at the time of licensing.

The following is a table of Chapter 91 licenses that exist for Scituate Harbor. These licenses were each examined for any information relevant to the historic shoreline. Please note that licenses are not included in this list are those for railways, cables, ramps, trans lines, sewers, floats.

Table 1. Chapter 91 Licenses in Scituate Harbor

License	Year	Description	Lot No./Name	Current Owner
268	1875	wharf extension	050-007-008	Richard Chase
460	1924	fill/seawall	050-007-004	Harborview Restaurant
506	1925	seawall	005-007-004	Harborview Restaurant
626	1925	fill/bulkhead	Cole Parkway	Town of Scituate
681	1926	fill/bulkhead	Cole Parkway	Town of Scituate
688	1980	floats/seawall	Town Marina	Town of Scituate
930	1928	pier	050-007-001	Town of Scituate
967	1928	pier	Town Landing	Town of Scituate
1004	1983	floats	050-007-008	First Parish Road Co.
1063	1888	fill	050-007-008	First Parish Road Co.
1063	1929	piles	Town Landing	Town of Scituate
1275	1985	bulkhead	050-007-008	First Parish Road Co.
1317	1891	fill	050-007-008	First Parish Road Co.
1328	1891	fill	050-007-008	First Parish Road Co.
1447	1892	fill	050-007-008	First Parish Road Co.
1777	1936	fill	Town Landing	Town of Scituate
2078	1939	building	050-007-001	Noble Corp.
2219	1990	fill/bulkhead	Satuit Waterfront Club	
2311	1899	fill	050-007-008	First Parish Road Co.
2458	1942	pier	Satuit Waterfront Club	
2491	1901	fill	Town Landing	Town of Scituate
2928	1947	fill	050-007-002	George Bournazos
3045	1993			Mill Wharf
3193	1949	fill/pier		Town of Scituate
3681	1912	fill/bulkhead	050-007-008 and 009	First Parish Road Co.
3980	1915	fill	Town Landing	Town of Scituate
4074		floats/gangway	050-007-001	
4160		pier/boat ramp	050-001-042F	E. Tufankjian
4638	1962	pier/ramp	Satuit Waterfront Club	
4700	1993	pier/ramp	046-005-057F	Satuit Boat Club
5755	1970	pier on piles	050-007-012	Beaver Dam Rd. Corp.
5763	1970	Dredge & fill		Scituate Yacht Club
5910	1971	pier/dredge	045-012-009	J. Dinneen

Additional references used in determining the historic shoreline of Scituate Harbor include the following:

1. State Archives.

Plan of Scituate. Commonwealth of Massachusetts Survey. Charles Turner, 1794

Plan of Scituate. 1801 (cartographer no names)

Plan of Mill Dam in Harbor. 1803 (cartographer not named)

Scituate. A. Robbins and S. A. Turner, 1831

Scituate Harbor. 1912 (cartographer not named)

Scituate Harbor after dredging. 1913 (cartographer not named)

Scituate. NOAA Coast Survey. 1884

2. Town of Scituate Archives.

Plan Showing Scituate Harbor and the Village. From sketches made by A. Anderson and R. W. Briggs. No date.

Village of Scituate Center. 1879 (cartographer not named)

Hand-sketched map of Town Center. No date.

3. Plymouth County Registry of Deeds.

Plymouth County Plan books

Historic assessor's sheets for Scituate

Village of Scituate Center. 1879 (cartographer not named)

4. Library of Congress Map Collection and Harvard Map Collection

Telephone conversations revealed that they did not have any maps different from or predating the ones already collected.

5. State House Library.

Historical Map of Scituate Incorporated in 1636. Compiled by various sources. Frederic T. Bailey. 1930

Boston. Walker Lith. & Publ. Co.: Massachusetts Board of Harbor and Land Commissions. 1915

Scituate, Massachusetts Proposed Harbor of Refuge. War Department, Corps of Engineers, US Army. 1913

Scituate. Sanborn Map Company. 1908

17th Century Town Records of Scituate, MA. J.D. Bangs. 1997

Maps of Early Massachusetts, Pre-history Through the 17th Century. 1984

Sanborn Insurance Co. Maps. Sheets No. 3, 8, 15, 23

6. University of Massachusetts Boston Library

The Early Planters of Scituate. Harvey Hunter Pratt, Scituate Historical Society. 1929.

History of Scituate, Massachusetts: From its First Settlement to 1831, Scituate Historical Society. 1975

This research of historic maps and Chapter 91 licenses is the basis for the description of the historic shoreline (historic mean high tide) in Figure 5. Please note this map is only a rough approximation based on a limited number of licenses and old maps with different scales and projections.

IV. Existing Waterfront Conditions and Activities

1. **Waterfront Access**

Three categories of waterfront accessibility describe public access conditions to Scituate Harbor (Figure 2): *(1) Accessible – Public Owned*

Within the planning area there are five (5) primary sites that allow the general public direct access to the waterfront. From North to South, these sites are: (a) Cedar Point/Lighthouse, accessed via Lighthouse Road and used primarily by pedestrians and sightseers; (b) Town property on Jericho Road/ State Marina, used primarily by recreational boaters to launch their water craft; (d) Town Pier, used by fishermen to load and unload their boats; (e) Cole Parkway, used by pedestrians, dog walkers, fishermen, and recreational boaters in the summertime; (f) and the newly acquired town conservation land, which is currently being programmed for public access by the Town Conservation Commission.

(2) Accessible – Privately Owned

This category consists of private properties that allow waterfront access to the general public, although some restrict access to their patrons. Seven (7) properties comprise most of this category: Scituate Yacht Club, Satuit Boat Club, Satuit Waterfront Club, Quarterdeck Giftshop, Mill Wharf, Fleet Bank, and Young's Boat Yard. It also includes three (3) parcels that provide access to the Cole Parkway: CVS/Harbor House of Pizza, Scituate Federal Savings Bank, and Satuit Paint and Hardware.

(3) Non-Accessible

Most of the waterfront within the planning area falls under this category. Large areas of non-accessible waterfront include the residential developments along Lighthouse Road, Jericho Road, and Edward Foster Road.

(4) Planned Improvements

Several projects to improve public access in Scituate Harbor are already in the planning stages or are underway: (a) pedestrian access to the Town Conservation Land, and (b) harbor walk improvements at the Town Marina.

2. **Land Use**

Land use data for the study area is shown in Figure 3. This information was obtained from the Town of Scituate Planning Office.

3. **Region 1** (see Figure 6)

- A. Pedestrian Access.* Physical access to the Scituate waterfront is generally good, despite the fact that development in the downtown area creates a visual barrier to it. Specific access conditions are described below, from South to North.
- Pedestrian access from the Fleet Bank (at the intersection of Edward Foster Road and Front Street) to the Cole Parkway is interrupted by the Satuit Brook and rip-rap along its shore, creating a pedestrian disconnect to the Parkway's perimeter walkway.

- The large parking lot that separates the waterfront from the buildings on Front Street is uninviting and makes it difficult for pedestrians to walk to the waterfront.
- There are five points of access to the walkway along the Cole Parkway. From South to North, these accessways are located: (1) at the driveway opposite Brook Street, (2) between Rockland Savings Bank and Satuit Paint and Hardware (Picture 1a), (3) between Conway & Co. Realty and Scituate Federal Savings (Picture 1b), (4) between Thompson's Business Services and Harbor House of Pizza (Picture 1c), and (5) at the driveway opposite Otis Street (Picture 1d). A well defined walkway runs the perimeter of Cole Parkway from the entrance opposite Brook Street to the Harbormaster's office.
- North of the Cole Parkway, there are 2 points of access into the Mill Wharf area, although they are more for automobiles than for pedestrians; these are at: (1) driveway at the end of Allen Place (Picture 2a), and (2) driveway at the end of Harbor Heights Road (Picture 2b). Between T.K. O'Malley's and Old Dock Road, direct access to the water's edge is blocked by commercial and residential development. From the Town Pier to T.K. O'Malley's Front Street runs along the shoreline. A walkway follows along the perimeter of the Town Pier.

PICTURE 1 – Points of Access to Cole Parkway Waterfront

(a) Rockland Savings Bank



(b) Scituate Federal Savings Bank



(c) Harbor House of Pizza



(d) Driveway opposite Otis Street



PICTURE 2 – Points of Access to Mill Wharf Waterfront

(a) Driveway opposite Allen Place



(b) Driveway opposite Harbor Heights Road



- B. Signage.* Public access is not encouraged or discouraged by signs at access points between the buildings along Front Street. There are 2 signs that indicate the municipal parking lot (at entrances (1) and (5) described above). There are no signs to inform visitors of the walkway along the edge of Cole Parkway. There are no signs to draw shoppers to the storefronts located on the harbor side. There are no signs indicating a public restroom in the Harbormaster's office.
- C. Amenities.* During several site visits in spring and summer months, it was apparent that the quantity and distribution of benches and trash receptacles along Front Street was appropriate for the volume of foot traffic experienced in this region. Flower boxes along Front Street are an excellent complement to the

historic buildings (Picture 3). The harborside stores do not have window boxes or benches.

Numerous benches, trash receptacles, three picnic tables, and a gazebo line the water's edge of the Cole Parkway. This area is a popular lunchtime spot in warmer weather and heavily used on weekends during summer months. The gazebo (Picture 4) is used primarily for small concerts in the summertime and during lunch in warm weather. Most of the Parkway is paved; there is very little green space or vegetative buffering from the surrounding parking lot. According to harbor users, trash receptacles are inadequate during summer months.

The only bike rack is found in front of T.K. O'Malley's (Picture 5). Several benches at the Town Pier provide an opportunity for pedestrians to enjoy the view of the harbor and to watch fishing boats load and unload.

PICTURE 3 – Flower boxes along Front Street



PICTURE 4 – Gazebo on Cole Parkway.



- D. Visual Access.* The view of the harbor along the water's edge of Cole Parkway is very good. Because of the density of development from the Cole Parkway to T.K. O'Malley's, however, there are few views of the harbor from Front Street. Even at the pedestrian access points described above, the passageways are generally too narrow and the distance to the water too great to afford any views. Views North of T.K. O'Malley's are slightly blocked by the outdoor patio, but are otherwise good (Picture 5).

PICTURE 5 – Bike rack and view of waterfront from T.K. O'Malley's



- E. Activities.* The Cole Parkway is a popular strolling and dog-walking destination year-round for local residents. However, while access to this region of the harbor is physically possible from many locations, the lack of visual access and views of the harbor from Front Street may discourage visitors who are not familiar with the region. In addition, a pedestrian disconnect at the town boat ramp, unclear access permissions between the Harbormasters office and Mill Wharf, and another disconnect between Mill Wharf and Front Street do not allow for continuous access near the water's edge.

Recreational boating is the most popular water-based activity in Scituate Harbor (Picture 6). The Town Marina, which does not offer any specialty services, is located in this region.

As one of Scituate's more significant industries, lobster and fishing boats unload at both the Cole Parkway pier and the Town Pier. Other than the Massachusetts Lobsterman's Association Headquarters, there are no dedicated facilities or businesses (e.g., ice house, ship chandlery, fish markets) servicing this industry in the harbor.

PICTURE 6 – Recreational boating in Scituate Harbor



4. Region 2 (see Figure 7)

- A. *Pedestrian Access.* Rip-rap and a guard rail along the Satuit Brook and the brook itself create a pedestrian disconnect between Cole Parkway and the Conservation land (Picture 7(a)). Access to Edward Foster Road requires walking through the Fleet Bank parking lot and onto Front Street. A narrow sidewalk runs adjacent to Edward Foster Road to First Cliff. Beyond this point, there are no sidewalks to delineate a pedestrian route on First Cliff.

Picture 7 – Stone Rip rap and bird feeders along Satuit Brook

(a)



(b)



- B. Signage.* There are no signs of note in this region.
- C. Amenities.* There are no public access amenities in this region.
- D. Visual Access.* From Cole Parkway to First Cliff, visual access of the harbor is excellent. At First Cliff, Edward Foster Road climbs up through the middle of the cliff away from any views of the water. But there is an excellent view of the harbor at the terminus of Edward Foster Road.
- E. Activities.* Bird-feeding along the Satuit Brook is a popular pastime (Picture 7(a) & 7(b)). In general, this region has not been developed for harbor-related activities.

5. **Region 3** (see Figure 8)

- A. Pedestrian Access.* There is a narrow sidewalk that runs the length of Jericho Road (Picture 8). There is no sidewalk on Lighthouse Road. One row of development separates this route from the water's edge. Public access to the shoreline is available at the State Marina and at Cedar Point.

Picture 8 – Sidewalk along Jericho Road



- B. Signage.* There is no signage indicating the state marina from Jericho Road. There is no sign indicating public toilet facilities or other amenities at the State Marina.
- C. Amenities.* There is one bench, a public boat ramp, parking, and one portable toilet at the State Marina. The parking spaces in the marina are large enough to accommodate boat trailers (Picture 9). There are several benches, seating around the lighthouse perimeter (Picture 10), coin-operated binoculars, and interpretive signage at Cedar Point.

PICTURE 9 – Trailers parked in State Marina



PICTURE 10 – Seating, binoculars, and ocean view from Cedar Point Lighthouse



- D. *Visual Access.* Visual access to shoreline along Jericho Road is good because of the low density and the low height of development separating the street from the shore. Visual access along Lighthouse Road is impaired by dense residential development but is excellent at Cedar Point (Picture 10).

V. Proposed Harbor Improvements

1. **Importance of Good Design**

The presence of active and passive recreational people in a community indicates that the sense of community is strong, people feel safe, and that the community is cohesive. Facilities to encourage and promote social activity along Scituate's waterfront need to be convenient, easy to use, safe, and attractive. New facilities need to do more than cater to those who already use the waterfront, they need to attract new users and to encourage greater overall enjoyment of the harbor. To do so, requires that careful attention be paid to how much existing facilities and areas are used. Since it is a waste of resources to build a facility that is underused or poorly designed, economic feasibility studies should be performed to determine the utility of some of the ideas presented in this plan.

2. **Basic Design Approach**

The overall objective of the *Harbor Public Access Plan* is to improve public access to and enjoyment of the Scituate Harbor thereby increasing the amount of year-round social activity in the Harbor. The primary emphasis is to promote pedestrian, bicycle, and visual access and to promote opportunities for water-dependent recreation. However, because of seasonal limitations and the existing high density of recreational boats that occupy considerable physical space in the harbor in warmer months, these opportunities will be limited.

The physical improvements proposed in this plan are based on the following basic design approaches:

- ◆ It is not realistic to plan and design a path exclusively for pedestrians, as other users will be attracted to the new facilities.
- ◆ Effective walkway and bikeway networks are best and most cost effectively achieved by modifying an existing system and streets, when possible, rather than trying to create a separate network.
- ◆ When a sidewalk is directly adjacent to a roadway, consider creating a separation using a planting strip (a narrow patch of grass with trees and other vegetation) and reducing traffic speeds to increase the level of comfort and safety felt by pedestrians.
- ◆ Limiting access to driveways from one direction improves pedestrian and bicycle safety.
- ◆ Avoid disconnected walkways that make walking and biking more difficult.
- ◆ Retrofit existing roadways with bike lanes to accommodate bicyclists or post signs indicating bike routes, creating a “shared” roadway.
- ◆ Provide uniform signing or marking of all walkways and bikeways. Consider signage that is understandable and accessible to the visually impaired.
- ◆ Develop promotional materials to encourage walking and bicycling.
- ◆ Make bicycle and pedestrian amenities an integral part of the pedestrian and bicycle networks.
- ◆ Walkways, bike paths and/or multi-use paths should be built to a standard that accommodates the various users with minimal conflict. Handicap accessibility should be factored into all pathways.
- ◆ There are a variety of new paving technologies that should be explored. Concrete paths are smoother, less brittle, and perform better under wet conditions than asphalt paths; they have higher building costs but lower maintenance costs. Yet concrete might not necessarily be the best option for every design. Pavers and other new items should also be considered.
- ◆ Consider signs that are easily understandable and employ symbols rather than text.
- ◆ Discourage bicyclists from using the sidewalks as they can conflict with pedestrians, utility poles, benches, etc.
- ◆ Employ traffic calming techniques to allow bicyclists to share the road with vehicles and to increase safety.

3. Region 1 – Scituate Harbor Walk (see Figure 9)

A. Pedestrian Access.

ACTION 1. Create a “Scituate Harbor Walk”—a physically well-defined walkway from the Town Landing to the Town’s newly acquired conservation land on Edward Foster Road. Wherever possible, the walkway should be continuous and run along the water’s edge. From the Town Landing, the Harbor Walk should intersect with the Front Street sidewalk and then turn toward the

water at the driveway opposite Harbor Heights Road. The Harbor Walk should extend around the Mill Wharf Restaurant (as provided for in their Chapter 91 Waterways License) and then run along the water's edge, continuing beyond the Town Boat Ramp on the Cole Parkway. The American Association of State and Highway Transportation Officials (AASHTO) recommended standard sidewalk width is six (6) feet (minimum width five (5) feet) exclusive of curb and obstructions. This width allows two (2) pedestrians to walk either side-by-side or to pass each other, and allows two (2) pedestrians to pass a third pedestrian without leaving the sidewalk.

ACTION 2. The rocky rip-rap along the shore of the Satuit Bridge should be replaced or covered with a walkway or boardwalk that continues from where the existing walkway ends. Consistent with the Conservation Commission's plan for access to the Town's conservation land, a pedestrian bridge across the Satuit Brook into the Town's conservation land would avoid the inconvenient and unsafe disconnect around Fleet Bank. Since the conservation land is an essential nesting habitat and home to many animals, access through the conservation land should be limited, consisting of a constructed boardwalk along the North side of Edward Foster Road. Spur access into the conservation lands for fishing and birding could be provided at either ends.

ACTION 3. Create one-way exit and entrance driveways into the Cole Parkway and use angle parking to establish one-way traffic throughout the parking lot. This action would improve safety for pedestrians and bicyclists and would reduce lane size, increasing the amount of available space for access amenities and green space along the water's edge.

ACTION 4. Create a pedestrian link between Front Street and the harbor walk with a walkway across Cole Parkway parking lot.

B. Bicycle Access.

ACTION 5. With parking on either side, Front Street is too narrow to accommodate a separate bike lane but instead could be signed to indicate that it is a shared roadway. Shared roadways are suitable in urban areas with low speeds (25 MPH or less).

ACTION 6. If a multi-use path is desired, the improved new walkway along Mill Wharf and the Cole Parkway should be a minimum of eight (8) feet wide with three (3) feet of "shy" distance on either side for safe operation (to allow recovery by errant bicyclists). If a multi-use path is not desired, a bike lane could be painted adjacent to the harbor walk and along the perimeter of the parking lot. The AASHTO standard width for a bike lane is six (6) feet.

C. Signage. Proposed new signage should make downtown Scituate more pedestrian and bicycle friendly, indicating points of waterfront access and the location of particular amenities.

ACTION 7. Place signs at key points of access to the Parkway described under "Existing Conditions" and along the entire route. These signs should be uniform with one color and symbol to identify the route. Text on the sign should be limited to "Scituate Harbor Walk." Utility posts or the pavement can be painted to delineate the route where appropriate.

ACTION 8. Provide signs indicating the location of the public restroom at several locations along Front Street and along the Cole Parkway portion of the Scituate Harbor Walk.

ACTION 9. Define any bike lanes with an eight (8) inch wide yellow stripe and pavement stencils.

ACTION 10. Post “Shared Roadway” signs with a bicycle symbol along Front Street.

ACTION 11. Post signs on the Driftway to promote the bicycle routes around Scituate Harbor, connecting local bicyclists to the Scituate Waterfront.

ACTION 12. Consider renaming the Cole Parkway to “Scituate Harbor Park” to create the impression of a more attractive waterfront destination for non-boaters. The signs along Front Street that currently indicate the municipal parking lot should be supplemented with signs indicating Scituate Harbor Park.

ACTION 13. Place one-way signs indicating where to enter and exit the Cole Parkway. Paint the parking lot pavement to indicate the flow of traffic.

ACTION 14. Place a sign with a map of the three harbor walks in a central location along the Scituate Harbor Walk.

D. Amenities/ Activities. Additional public access amenities and activities should impart more of a park-like atmosphere to Scituate Harbor.

The creation of Harbor Activity Centers would help achieve this goal. Four Activity Centers are described as follows:

1. Conservation Activity Center.

ACTION 15. Provide benches near the shoreline.

ACTION 16. Use signs to encourage striped bass fishing. In addition, provide signs describing the ecology of the area and encouraging visitors to carry their trash out with them.

ACTION 17. Signs on the Town Marina pier should indicate the location of public restroom, drinking water, and a seasonal harbor water taxi pick-up/drop-off.

2. Scituate Harbor Park Activity Center.

ACTION 18. Expand green space around the gazebo to make the area more visually inviting and to afford seating/picnic space during outdoor concerts and crowded afternoons.

ACTION 19. Create a planting strip buffer with carefully spaced trees and shrubs between the parking lot and the park area (so that the harbor can still be seen from the parking lot). Select vegetation that is appropriate for its intent and for the local environment.

ACTION 20. Create a small pocket playground for children to encourage patronage of the park by local residents.

ACTION 21. Use retail cart vendors to draw pedestrians to the waterfront. In particular, encourage local businesses to open satellite carts.

ACTION 22. Provide bike racks. If possible, 50% of the bike racks should be under shelter.

ACTION 23. Increase the number of trash receptacles to accommodate the waste generated by summer-time traffic. Provide more picnic tables and a drinking water fountain.

ACTION 24. Post signs to explain to the public the hazards of feeding birds at the Town Boat Ramp. Consider placing a vending machine that dispenses appropriate feed.

ACTION 25. Accommodate a harbor water taxi stop at the Town Marina. Produce marketing materials to encourage local residents and visitors to use the service. Possible stops might include the lighthouse and Stellwagen Bank National Marine Sanctuary (former Coast Guard Station).

ACTION 26. Establish a weekly fish market in warmer months to enable fishermen to sell their catch directly off the boats and attract residents to the waterfront.

ACTION 27. Discourage overnight parking in the Cole Parkway.

3. Mill Wharf Activity Center.

ACTION 28. Enforce Mill Wharf's Chapter 91 license conditions. According to their Chapter 91 license, the Mill Wharf restaurant is required to provide 24 hour public access around their facility, dawn to dusk public (non-patron) access to their outdoor patio, and public access to their restrooms during business hours. Their license also requires that a sign be erected indicating these public provisions. In addition, the Mill Wharf property should provide benches, lighting, trash receptacles, etc. for the public as required in their Chapter 91 Waterways license Public Access Plan.

ACTION 29. Place interpretive signage along the Harbor Walk in this location to educate visitors about the rich history of Scituate Harbor, including photographs, profiles of important historical residents, and a directory of historical buildings with a map(s) indicating their locations.

4. Town Pier Activity Center.

ACTION 30. Convert the unused icehouse on the pier into a commercial use that would attract pedestrians to the waterfront without compromising public safety or the work schedule of the fishermen who use the pier.

ACTION 31. Provide more benches along walkway on pier.

ACTION 32. Since the pier is used primarily by fisherman, interpretive signage describing particular aspects of Scituate's fishing industry should be provided.

4. **Region 2 – First Cliff Route** (see Figure 10)

A. *Pedestrian Access.*

ACTION 33. The rocky rip-rap along the shore of the Satuit Bridge should be repaired or reconfigured and replaced or covered with a walkway or boardwalk that continues from where the existing walkway along the edge of the Cole Parkway ends. A pedestrian bridge across the Satuit Brook into the Town's

conservation land would avoid the inconvenient and unsafe disconnect around Fleet Bank. Since the conservation land is an essential nesting habitat and home to many animals, access through the conservation land should be limited, consisting of a constructed boardwalk along the North side of Edward Foster Road. Spur access into the conservation lands for fishing and birding could be provided at either ends.

ACTION 34. On First Cliff, Edward Foster Road should be considered a multi-use roadway with a single shoulder that is a minimum of six (6) feet wide for bicyclists and pedestrians.

B. Bicycle Access

ACTION 35. Reconstruct the sidewalk on the South side of Edward Foster Road to make it a bike lane.

C. Signage

ACTION 36. Signs should be posted at intervals along the route to delineate its path. These signs should be uniform with one color and symbol to identify the route. Text on the sign should be limited to "First Cliff Route." Utility posts or the pavement can be painted to delineate the route.

ACTION 37. Define the multi-use pathway along Edward Foster Road on First Cliff with an eight (8) inch wide yellow stripe.

ACTION 38. Use signs to encourage striped bass fishing in the conservation area and provide interpretive signs describing the ecology. A sign should also encourage visitors to carry their trash out with them.

ACTION 39. Define any bike lanes with an eight (8) inch wide yellow stripe and pavement stencils.

ACTION 40. Post "Shared Roadway" signs with a bicycle symbol along the First Cliff portion of Edward Foster Road.

D. Amenities/Activities

ACTION 41. In the conservation land, construct a pier lookout to enable an unobstructed view of Scituate Harbor and to provide a clear vista for bird watchers.

ACTION 42. Provide benches near the shoreline in the conservation area and at the terminus of Edward Foster Road on First Cliff.

ACTION 43. Accommodate a seasonal harbor water taxi stop at Young's Boatyard and at the former Coast Guard Station. Produce marketing materials to encourage local residents and visitors to use the service.

ACTION 44. Establish a boat rental facility at the former Coast Guard Station. Since parking in this area is limited, encourage patrons to arrive via water taxi by including the cost for this service in the rental fee.

5. Region 3 – Lighthouse Route (see Figure 11)

A. *Pedestrian Access.*

ACTION 45. Expand the sidewalk along Jericho Road to a minimum width of six (6) feet, excluding curb and obstructions, to allow two pedestrians to walk side-by-side or to pass each other or for two (2) pedestrians to pass a third pedestrian without leaving the sidewalk.

ACTION 46. Access along Beaver Dam Road, between Town Landing and Jericho Road, should be defined.

ACTION 47. Reduce vehicle speeds along Jericho Road. Expanding the sidewalk will narrow the roadway, which in turn will have a traffic calming effect. Narrow roadways effectively reduce speeds by creating an illusion of less space. Most drivers adjust their speeds to the available lane width.

ACTION 48. Replace the eroding asphalt sidewalk with some other suitable paving alternative.

ACTION 49. Lighthouse Road should be considered a multi-use roadway with a shoulder that is a minimum of six (6) feet wide.

B. *Bicycle Access*

ACTION 50. Jericho Road and Lighthouse Road can be signed to indicate that they are shared roadways for pedestrians and bicyclists.

C. *Signage.*

ACTION 51. Signs can be placed along Beaver Dam Road to link the Scituate Harbor Walk and the Lighthouse Route.

ACTION 52. Place signs on Jericho Road that indicate the State Marina and the services/amenities it offers.

ACTION 53. Post “Shared Roadway” signs with a bicycle symbol along Jericho Road.

ACTION 54. Post signs at intervals along the entire route to delineate its path. These signs should be uniform with one color and symbol to identify the route, but different from the other walkway signs. Text on the sign should be limited to “Lighthouse Route.” Utility posts or the roadway pavement can be painted to delineate the route.

D. *Amenities/Activities.*

ACTION 55. Provide more benches and a permanent public restroom, a drinking water fountain, and a public telephone at the State Marina.

ACTION 56. Widen the green space expanse between the shoreline and the parking lot to accommodate picnic tables and to create a buffer between the water’s edge and the parking lot.

ACTION 57. Provide bike racks at the marina and at Cedar Point.

ACTION 58. Accommodate seasonal harbor water taxi stops at the State Marina and at Cedar Point. Produce marketing materials to encourage local residents and visitors to use the service.

VI. Next Steps

1. **Workshops**

Public participation should be characteristic of the approach to a planning process that will invariably affect the entire Scituate community. A logical next step in refining and implementing the ideas proposed in this plan is for the Scituate Harbor Access Planning Committee to open-up the process to a broader stakeholder group by hosting a series of public workshops. The workshops could take the form of visioning charettes using the changes proposed in this first steps plan as the basis for discussion.

2. **Funding Sources**

The following is a list of potential funding sources to accomplish some of the actions proposed in this plan:

A. *TEA-21*

Transportation and Community and System Preservation Pilot (TCSP)
(<http://tcsp-fhwa.volpe.dot.gov/intro.html>)

States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FY's 1999-2003.

Contact:

Wesley Blount
(617) 494-2528, wesley.blount@fhwa.dot.gov

B. *MassHighway Department (www.state.ma.us/mhd)*

MassHighway has funded pedestrian and bicycle commuting encouragement programs through Regional Planning Agencies and Transportation Management Associations.

Pedestrian Vision: Street and sidewalk design will accommodate and give greater priority to pedestrians in ways that are responsive to local situations and needs. More people will be involved in their communities to improve conditions and encourage more walking. Physical improvements will be made to the pedestrian walkway system, encouraging more people to walk. More transit users will have the option to walk to and from local transit stops to more destinations with fewer conflicts and impediments. More malls and shopping centers will be more accessible to pedestrians, and town centers and downtown shopping centers will flourish. More walkers will know how to walk safely on rural roads, and learn how to share paths. More drivers and bicyclists will be aware of pedestrians and share roads and off-road facilities with them. More new development will occur in places that are within walking distance of existing activity centers to create increased opportunities for walking.

Bicycle Vision: Greater recognition and accommodation of the needs of bicyclists will lead to a more balanced transportation system with greater modal choice and improvements in bicycle safety. Such actions will enhance the environment and quality of life in the Commonwealth, and improve personal mobility. Improving bicycling requires more than building bike paths. It requires accommodation of bicyclists on our bridges and roadways, improving bicycle access, to and parking at transit, stations and park-and-ride lots, and promoting awareness of rights and responsibilities through education programs.

E. *MAPC – (www.mapc.org)*

General Grant Program

As part of its ongoing focus on the environment and alternative transportation, MAPC is actively involved with Bicycle and Pedestrian Initiatives. Recent projects include: developing a new pedestrian section within MetroPlan 2000 (the regional development plan for metropolitan Boston), responding to community requests for technical assistance on bicycle planning, providing on-going assistance to projects, and working with the Bicycle Coalition of Massachusetts and the MAPC sub-regions on statewide facilities and needs inventory.

Contact:

Regional Planning Services
Martin Pillsbury, Manager
email: mpillsbury@mapc.org

Transportation Enhancements Program (a reimbursement program)

(Minimum \$100,000. Average application \$500,000. No maximum)

Ten eligible categories:

- ◆ Provision of facilities for pedestrians and bicycles
- ◆ Acquisition of scenic easements and scenic or historic sites
- ◆ Scenic or historic highway programs
- ◆ Landscaping and other scenic beautification
- ◆ Historic preservation
- ◆ Rehabilitation and operation of historic transportation buildings, structures, or facilities
- ◆ Preservation of abandoned railway corridors
- ◆ Control and removal of outdoor advertising
- ◆ Archaeological planning and research
- ◆ Mitigation of water pollution due to highway runoff

Contact:

Elizabeth Newman
MAPC Transportation Enhancement Coordinator
(617) 451-2770

D. Massachusetts Urban Self-Help Program

Recreation projects, including land acquisition, park or recreation construction and rehabilitation.

Contact:

Jennifer Soper
Land and Water Conservation Fund
Division of Conservation Services
(617) 727-1552 ext. 292

E. The Public Access Board

The Public Access Board will pay 100% of costs to build or rebuild docks for shorefishing, stairs, parking, or paths necessary for access for shorefishing provided the general public is allowed on equal terms.

Contact:

The Public Access Board
(617) 727-1843

F. Sustainable Development Challenge Grant

To encourage community, business, and government to work cooperatively to develop flexible, locally-oriented approaches that link efforts to enhance environmental quality management with sustainable development and revitalization. Sustainable development is defined as integrating environmental protection, and community and economic goals; meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.

Contact:

Rosemary Monahan
US EPA Region I (CSP)
(617) 565-3551

G. Federal Land and Water Conservation Fund

Acquisition for land or waterbodies, or partial rights to them, for conservation and outdoor recreation, development or renovation of public outdoor recreation areas and related support facilities, or a combination of acquisition and development.

Contact:

Jennifer Soper
Land and Water Conservation Fund
Division of Conservation Services
(617) 727-1552 ext. 292

H. Massachusetts Environmental Trust

(<http://www.agmconnect.org/maenvtr1.html>)

General Grants Program

Projects which increase understanding, appreciation and commitment to the Commonwealth through public education, advocacy and research, and projects which encourage direct citizen and community action to restore, protect and enhance water resources in Massachusetts.

Contact:

Robbin Peach
Executive Director, Massachusetts Environmental Trust
(617) 727-0249

*I. Massachusetts Department of Environmental Management
National Recreational Trails Act Funding Program*

(<http://www.state.ma.us/dem/programs/trails/grants.htm>)

Funding Program Emphasis on recreation-related trails, over transportation-oriented projects. Priority given to physical, on-the-ground trail improvements. Suggested projects include, but are not limited to: trail development, maintenance, or restoration; environmental protection and education programs relating to use of recreational trails; development of trail-side and trail-head facilities; features for persons with disabilities; acquisition for land or easements.

Contact:

Peter Brandenburg
DEM/Forests & Parks
(617) 727-3180 ext. 655 or pbrandenburg@state.ma.us

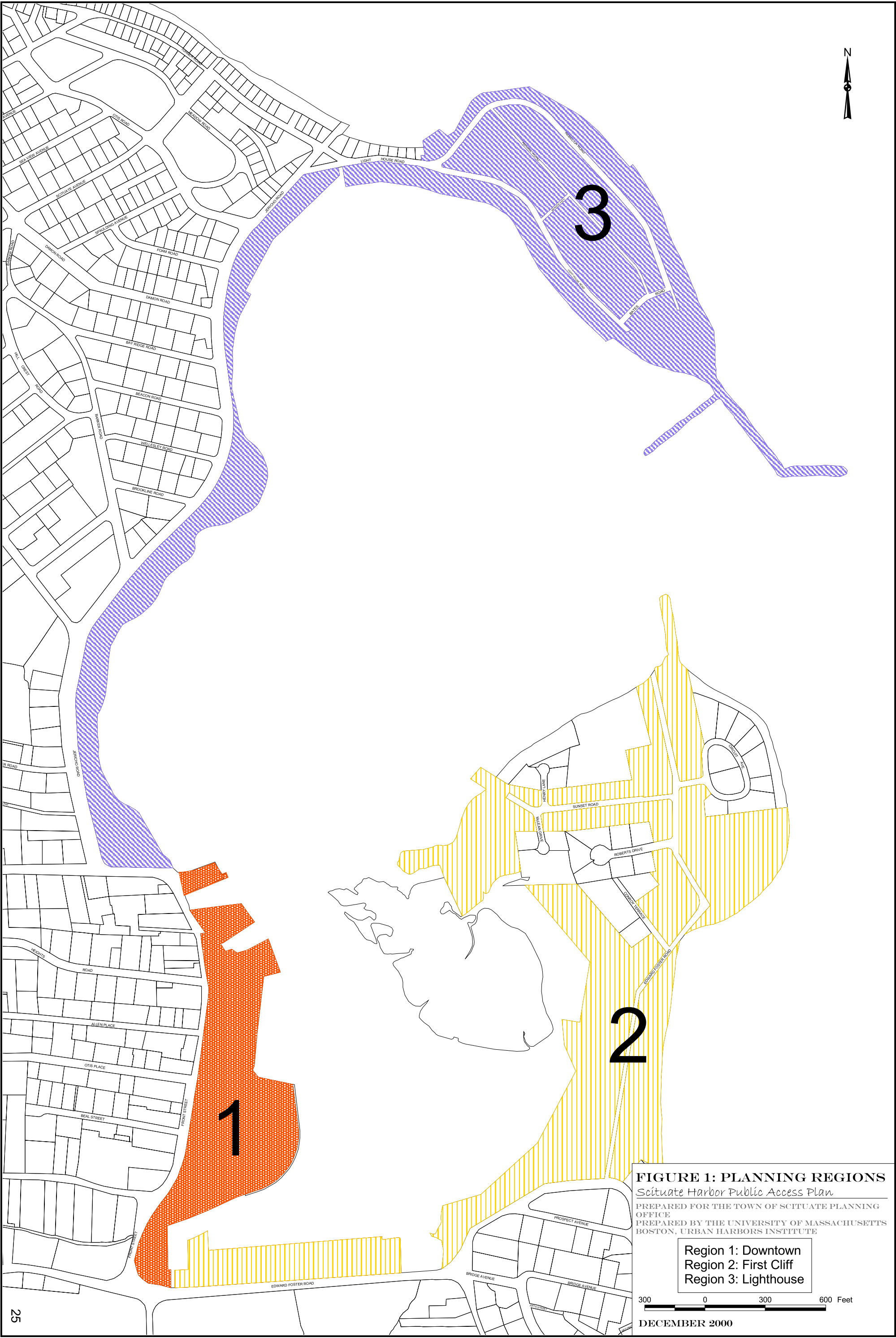
Massachusetts Greenways and Trails Demonstration Grants

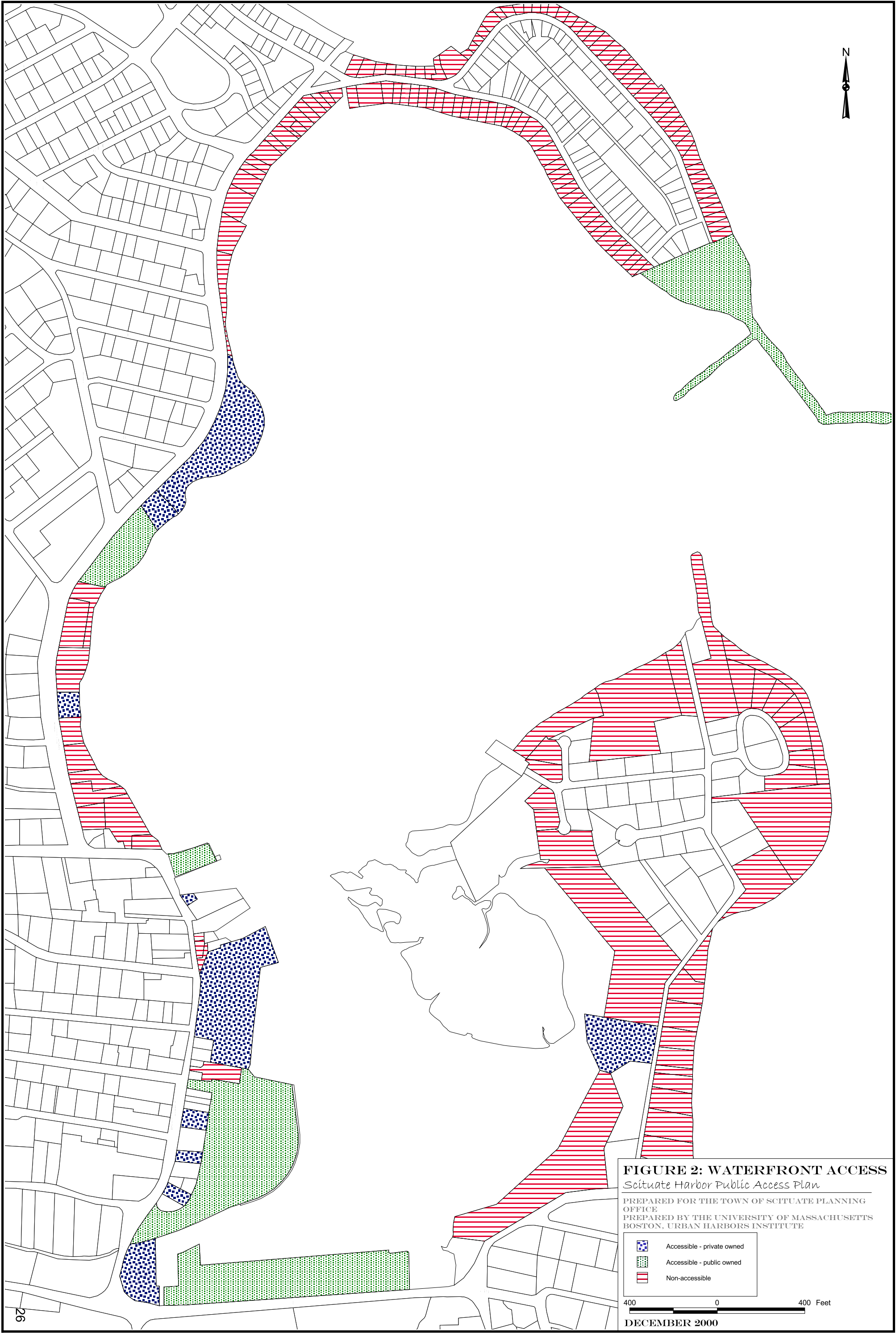
(<http://www.state.ma.us/dem/programs/greenway/grants.htm>)

Greenways are corridors of land and water that protect and link a variety of natural, cultural, and recreational resources. The DEM provides grant awards of \$1,000 - \$5,000 to municipalities, non-profits and regional planning agencies to support innovative projects which advance the creation and promotion of greenway and trail networks throughout Massachusetts.

Contact:

Jennifer Howard
Greenways Planner
Massachusetts Department of Environmental Management





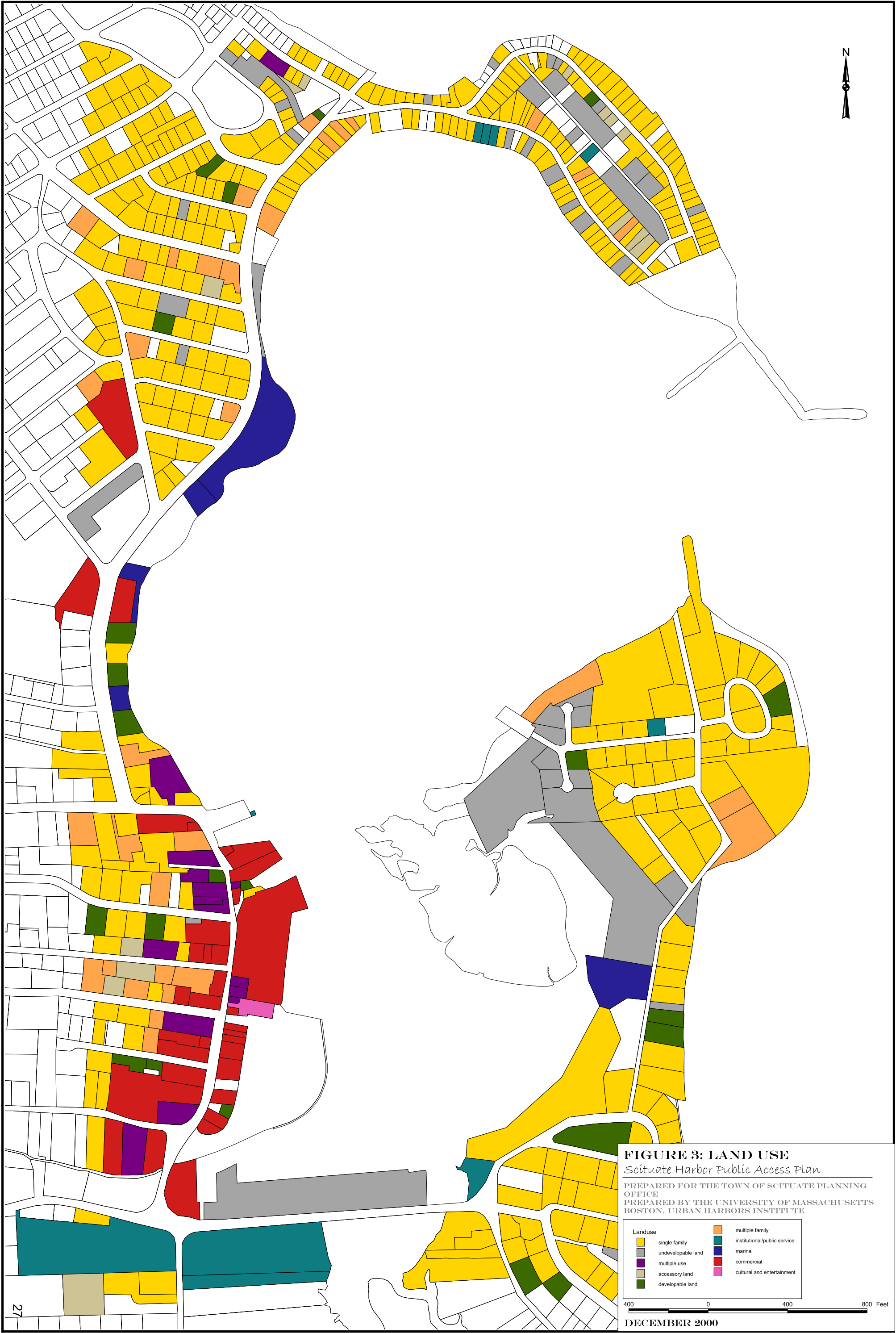




FIGURE 4: PROPERTIES WITH LICENSED FILL
Scituate Harbor Public Access Plan
PREPARED FOR THE TOWN OF SCITUATE PLANNING OFFICE
PREPARED BY THE UNIVERSITY OF MASSACHUSETTS BOSTON, URBAN HARBORS INSTITUTE

Ch.91 license for fill

300 0 300 600 Feet

DECEMBER 2000

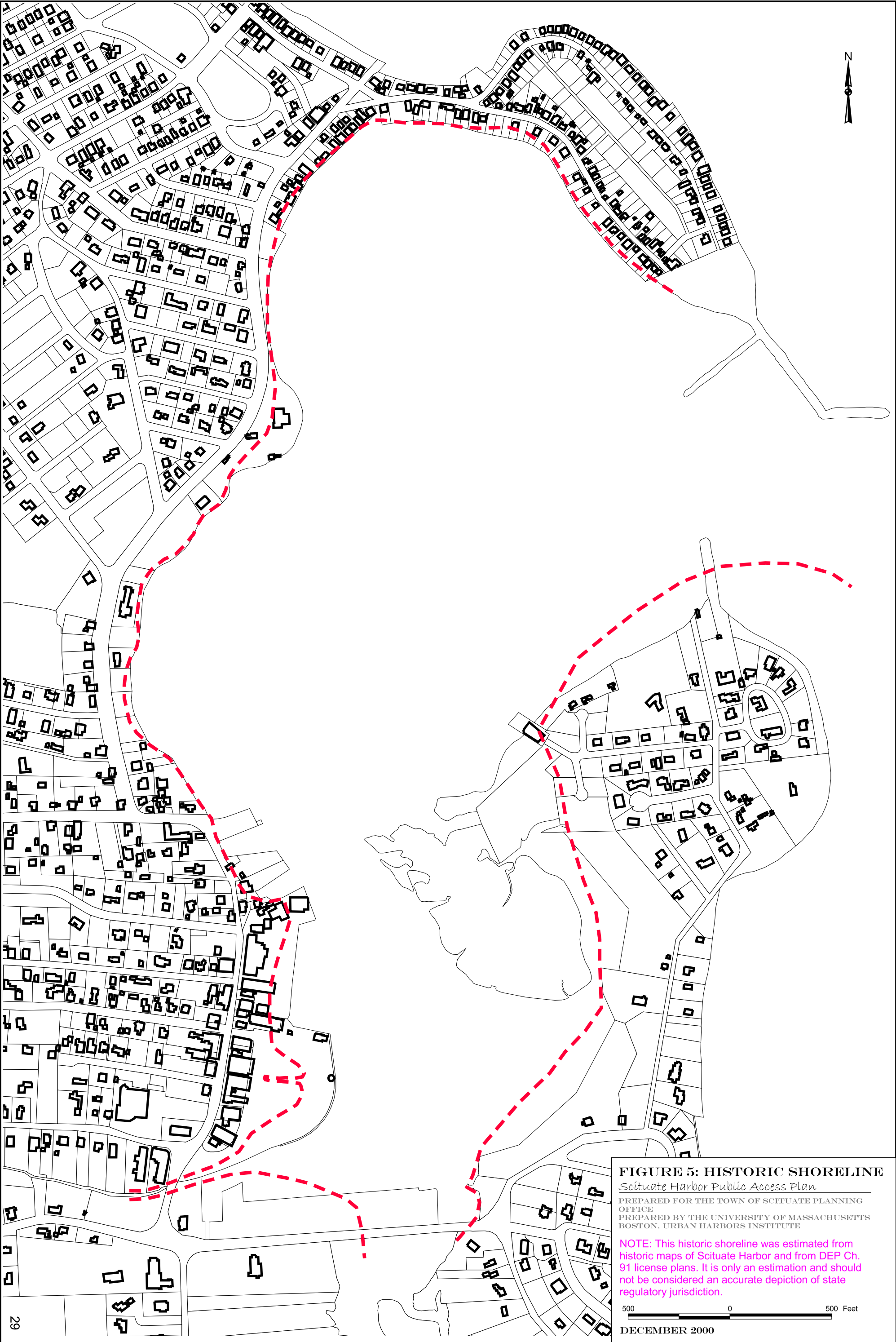


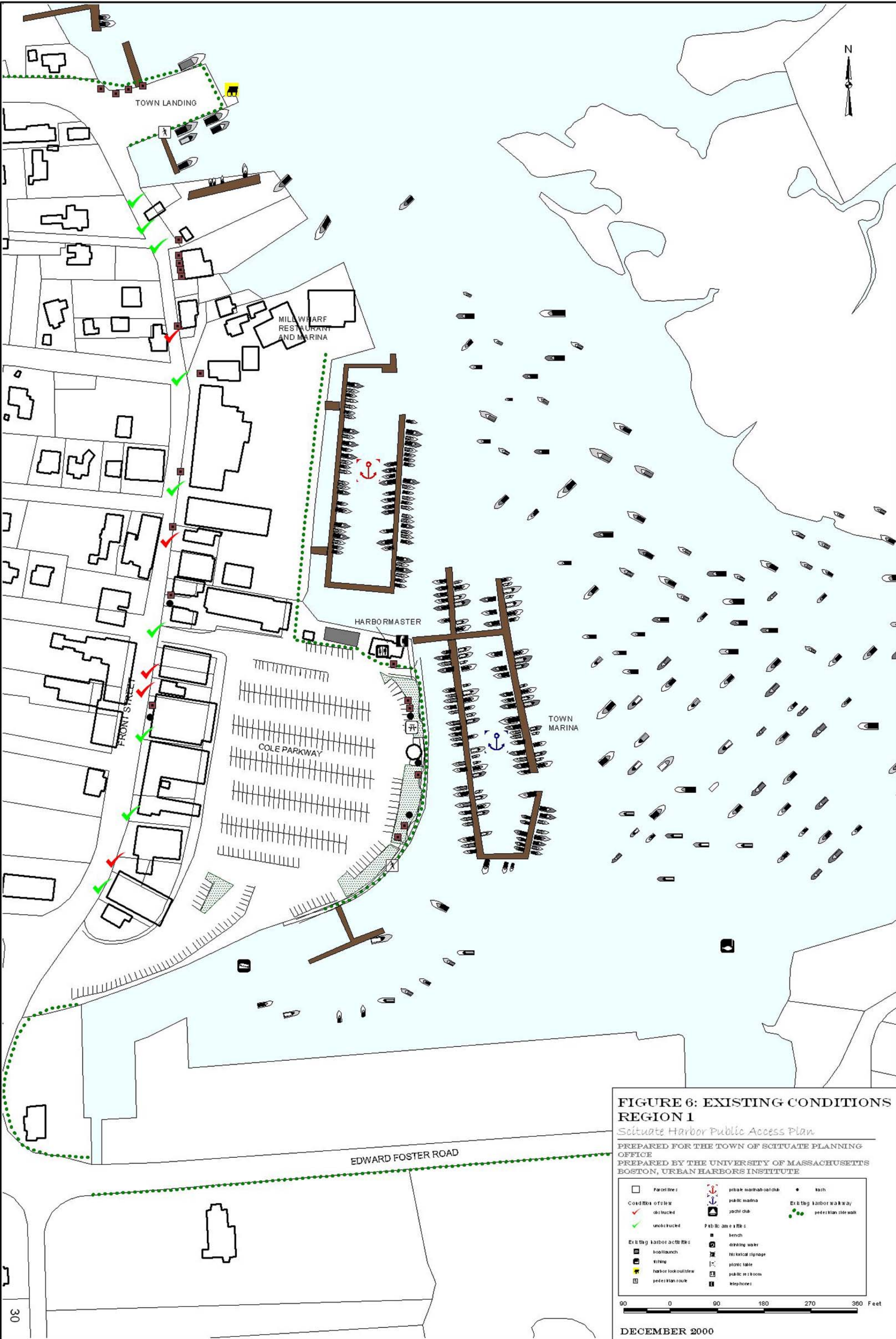
FIGURE 5: HISTORIC SHORELINE

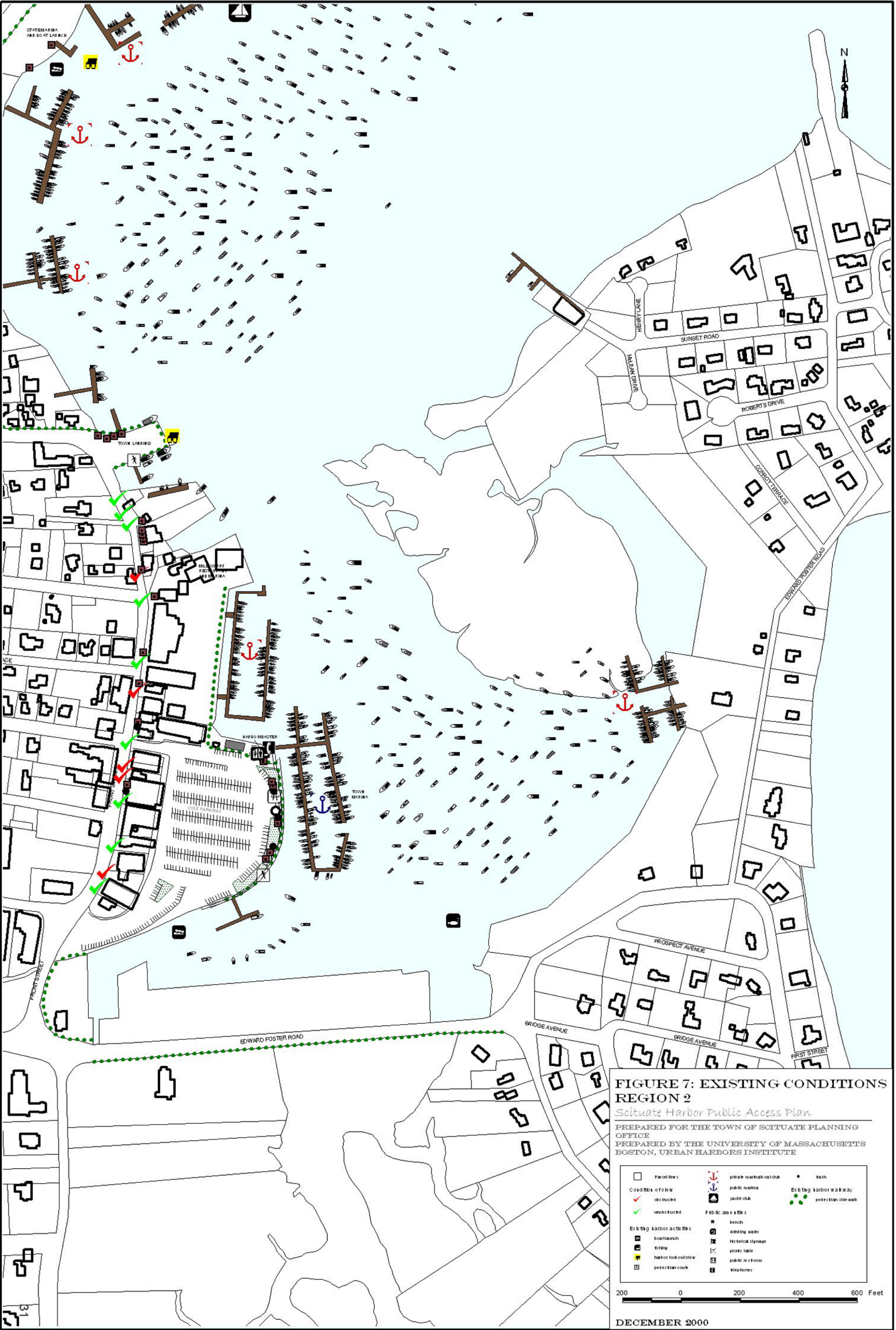
Scituate Harbor Public Access Plan
PREPARED FOR THE TOWN OF SCITUATE PLANNING
OFFICE
PREPARED BY THE UNIVERSITY OF MASSACHUSETTS
BOSTON, URBAN HARBORS INSTITUTE

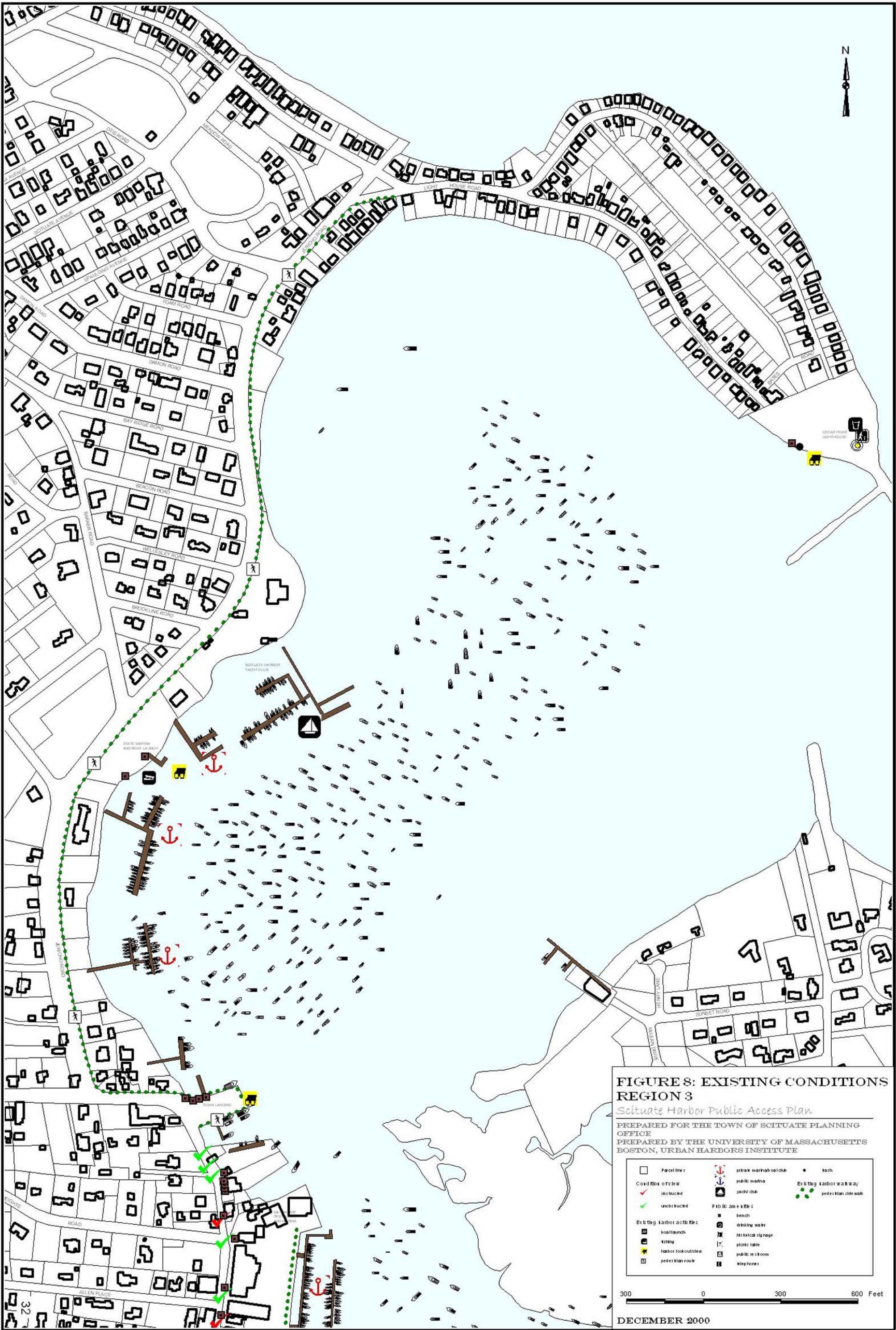
NOTE: This historic shoreline was estimated from historic maps of Scituate Harbor and from DEP Ch. 91 license plans. It is only an estimation and should not be considered an accurate depiction of state regulatory jurisdiction.

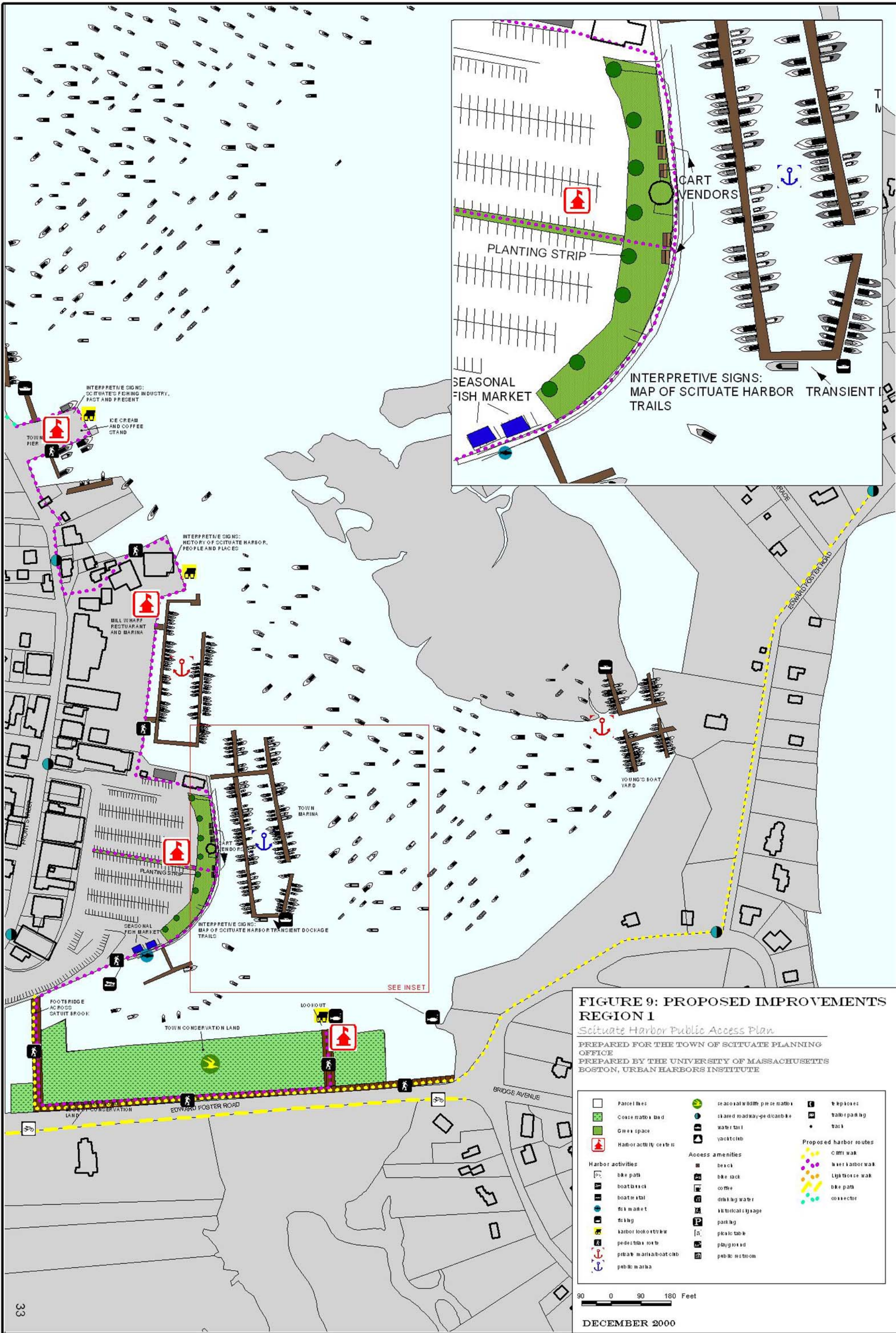
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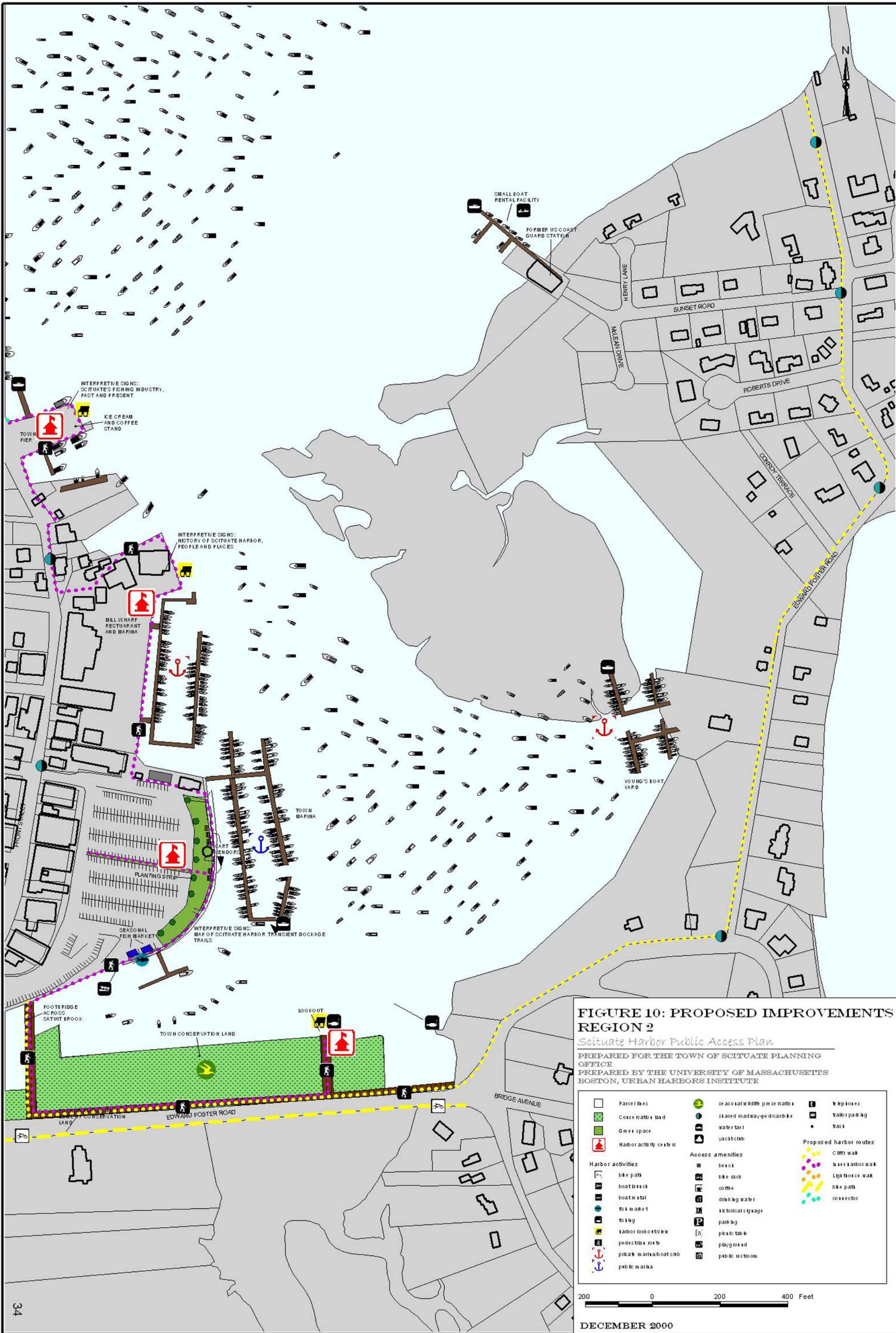
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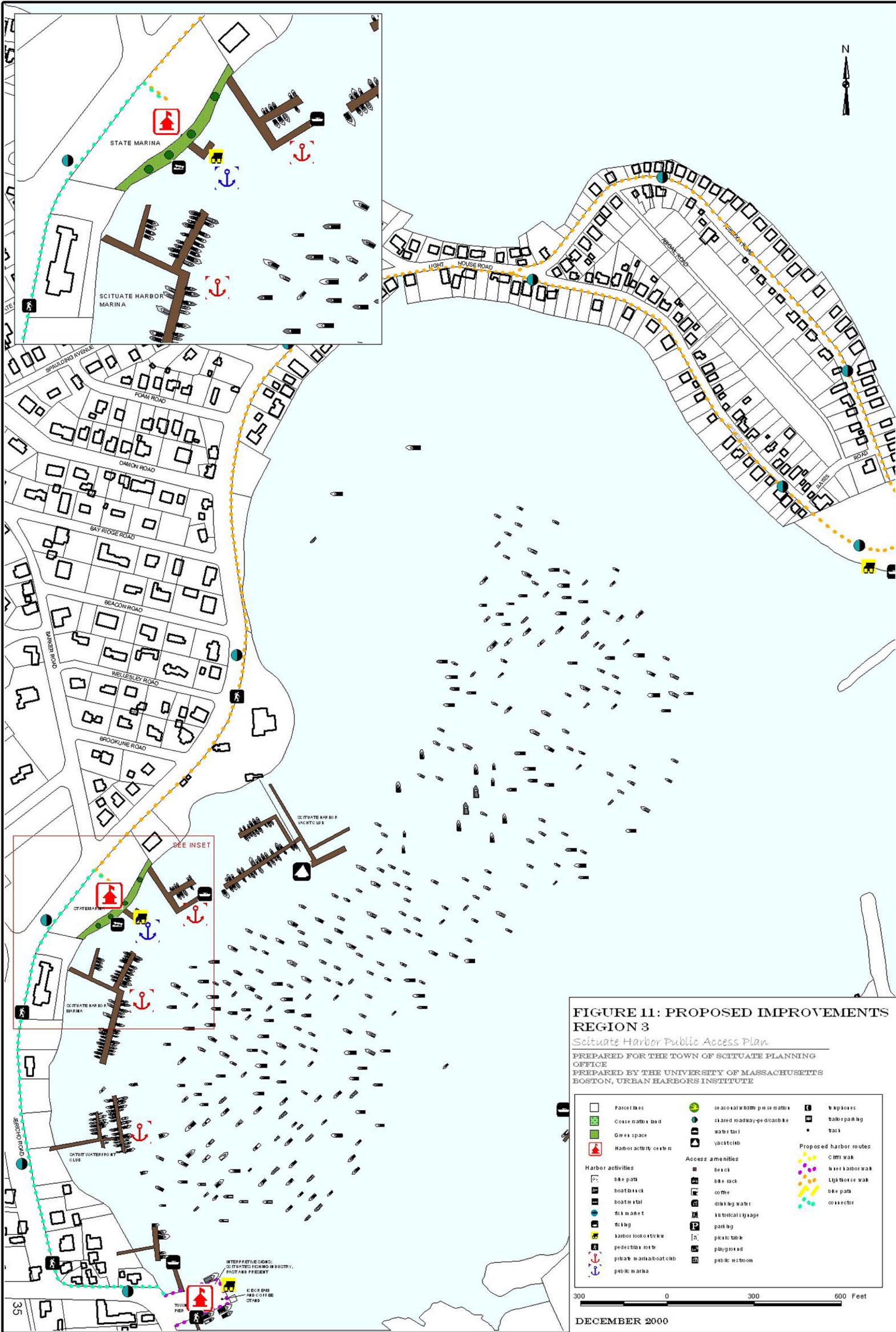


FIGURE 11: PROPOSED IMPROVEMENTS REGION 3

Scituate Harbor Public Access Plan

PREPARED FOR THE TOWN OF SCITUATE PLANNING OFFICE

PREPARED BY THE UNIVERSITY OF MASSACHUSETTS BOSTON, URBAN HARBORS INSTITUTE